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Applicant: Alexander Stiller

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For: Method for Adjusting a  
Damping Coefficient of a  
Spring Strut of a Vehicle  
and Arrangement therefor

Statement by Attorney that Papers Attached to  
Declaration are a Copy of those Filed in the Patent  
and Trademark Office to Get a Filing Date

Commissioner for Patents and Trademarks  
P.O. Box 1450  
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Dear Sir:

I, Walter Ottesen, state that I am the attorney for this application and that I have reviewed and found the specification (pages 1 to 13) and three sheets of drawing (FIGS. 1 to 3) as shown in my files to be the papers attached to the declaration of Alexander Stiller for Method for Adjusting a Damping Coefficient of a Spring Strut of a Vehicle and Arrangement therefor which accompanies this statement and I declare that these papers attached to the declaration are a true copy of the specification and any amendment thereto which I filed in the Patent and Trademark Office in order to obtain a filing date for this application on April 22, 2004.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and

belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Walter Ottesen', written in a cursive style.

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Method for Adjusting a Damping Coefficient of a Spring Strut  
of a Vehicle and Arrangement therefor

Cross Reference to Related Application

5           This application claims priority of German patent application no. 103 18 110.5, filed April 22, 2003, the entire content of which is incorporated herein by reference.

Field of the Invention

10           The invention relates to a method for controlling damping for a bodywork of a vehicle as well as a digital storage medium having program means for controlling damping and a control system.

Background of the Invention

15           From the state of the art, various control methods for the dampers of a vehicle are known. In the so-called ground-hook method, the control takes place in such a manner that the contact between the tires and the roadway is optimized. In contrast, the so-called skyhook method relates to the optimization of comfort.

20           In general, one mostly proceeds from a distribution of the bodywork load to the vehicle wheels with vehicles having adjustable dampers and this distribution is fixed. In special driving maneuvers, such as travel through a curve or up and down travel, this precondition is, however, not given. This leads to the situation that the unloaded or additionally loaded wheels are  
25 no longer optimally damped.

Summary of the Invention

30           In contrast to the above, it is an object to provide an improved method for adjusting a damping coefficient of a spring strut of a vehicle as well as a corresponding digital storage medium for storing a control program and a control system.

The method of the invention is for adjusting a damping coefficient of a spring strut of a vehicle. The method includes the steps of: damping the spring strut with a first damping coefficient for a first wheel load; detecting a change of the first wheel load; determining a second damping coefficient based on the change of the first wheel load so that the damping after the change remains essentially constant.

The control method of the invention makes it possible that the damping and the driving comfort associated therewith can remain essentially constant for different driving states, especially for: transverse accelerations and/or longitudinal accelerations occurring during travel; for an additional load; or for a downhill travel or an uphill travel. According to the invention, this is achieved in that the change of the wheel load is detected. Preferably, this takes place for each of the wheels. Based on the changes of the wheel loads, changes of the damping coefficients are computed for each case and in such a manner that the resulting damping at each of the wheels remains essentially unchanged.

In this way, the comfort range can be expanded during an acceleration of the vehicle. According to a preferred embodiment of the invention, the change of the wheel load is compared to a threshold value. When the change of the wheel load exceeds the threshold value, there is then an automatic changeover to another control method to improve the contact of wheel and roadway. In this way, the vehicle safety is improved in critical driving situations. After there is again a drop below the threshold value, there is again a changeover to the control for maintaining the damping constant.

In a further preferred embodiment of the invention, the

change of the damping coefficient relative to the start state is limited by a maximum value with the maximum value being dependent upon the speed. Especially at higher speeds, a higher maximum value is permissible than at lower speeds.

5           According to a preferred embodiment of the invention, driving parameters are used for the computation of the change of the wheel load. These driving parameters are anyway available in a vehicle having a driving-dynamic control, such as ESP, on a data bus of the vehicle such as a CAN bus.

10           Alternatively, the wheel load can also be determined from the wheel contact force. The measurement of the wheel contact force can be determined from the variables air and spring pressure and the distance between the bodywork and the vehicle axle. A method for determining the wheel-contact force is  
15           disclosed in United States Patent Application Publication US 2003/0051554 A1 which is incorporated herein by reference.

          A further possibility for determining the wheel loads is the use of an "intelligent tire" which is provided with special  
20           sensor means and evaluation devices. With the aid of such a tire, the wheel contact forces can be measured directly. The wheel loads are then determined from the wheel contact forces.

          A further possibility for detecting the change of wheel loads is the measurement of the change of elevation distances  
25           between the vehicle axles and the vehicle bodywork. The change of the wheel load can be determined via the spring stiffness.

#### Brief Description of the Drawings

          The invention will now be described with reference to the drawings wherein:

30           FIG. 1 shows a flowchart of a preferred embodiment of the

method of the invention;

FIG. 2 is a block diagram of a preferred embodiment of a control system in a motor vehicle; and,

5        FIG. 3 is a schematic showing a vehicle traveling uphill at an angle  $\alpha$ .

#### Description of the Preferred Embodiments of the Invention

FIG. 1 shows a method for controlling damping for a bodywork of a vehicle. In step 100, the vehicle travels, for example, at a constant speed in a straight-ahead direction in a plane. In this driving state, a damping coefficient  $Kd1$  for a wheel load  $M1$  is adjusted on the dampers of the vehicle. From this, the damping  $\xi_1$  results with the spring stiffness  $Ks$  with the equation:

$$\xi_1 = \frac{Kd1}{2\sqrt{Ks * M1}}$$

15

In step 102, a change  $\Delta M$  of the wheel load is detected.

Such a change of wheel load can be caused by: an occurring longitudinal acceleration and/or transverse acceleration and/or by a downhill of the roadway or an uphill of the roadway.

20        Furthermore, a change of the wheel loads can also result from an added loading. The detection of the change of the wheel loads can take place via a special sensor means or by computation based on driving parameters which, for example, are available on a data bus of the vehicle.

25        In step 104, a new damping coefficient  $Kd2$  is computed as follows:

$$Kd2 = \xi_1 * 2\sqrt{Ks * (M1 + \Delta M)}$$

The resulting damping  $\xi_2$  is essentially equal to the start or initial damping  $\xi_1$  based on this selection of the damping coefficient  $Kd2$ .

30

In step 106, the dampers of the vehicle are correspondingly readjusted. This has the consequence that the damping remains essentially constant also for the changed driving situation, that is, after a change of the wheel loads so that the comfort is also not changed notwithstanding the change of the driving state. This expansion of the driving comfort is perceived as pleasant by the occupants of the vehicle.

The detection of changes of the wheel loads and the computation of the damping coefficients and the readjustment of the dampers are preferably continuously executed in the steps 102, 104 and 106 so that the driving comfort remains essentially constant for different wheel loads. The steps 102, 104 and 106 are preferably executed separately for each wheel or each damper of the vehicle. This will be explained in greater detail hereinafter with respect to FIG. 2.

FIG. 2 schematically shows a motor vehicle 200 having dampers (202, 204) for the forward wheels and dampers (206, 208) for the rearward wheels. The dampers 202, 204, 206 and 208 are dampers whose spring force is adjustable via the damping coefficients. The dampers 202, 204, 206 and 208 are connected to a control system 210.

The control system 210 has a memory 212 for storing the damping coefficient  $\xi_{1v}$  of the forward damper 202 for the starting state (see step 100 of FIG. 1). Furthermore, the forward spring stiffnesses  $K_{sv}$  and the forward wheel loads  $M_{1v}$  of the forward left wheel are stored without added loading. Furthermore, the corresponding quantities for the rear axle or the other wheels of the vehicle are also stored in the memory 212, that is, the damping coefficients for the rear dampers as well as the spring stiffnesses and wheel loads of the other wheels of the vehicle.

In the embodiment shown in FIG. 2, the control system 210 includes a computation module 214 for computing the change of the wheel loads at the wheels of the motor vehicle 200. In addition, the control system 210 has a computation module 216 for computing the damping coefficients after a change of the wheel load by  $\Delta M$ .

The computation of the change of the wheel loads in the computation module 214 takes place, for example, based on the detection of longitudinal accelerations and/or transverse accelerations of the motor vehicle 200. Optionally, an added load  $M_{zu}$  and/or an uphill or a downhill at an angle  $\alpha$  (FIG. 3) can also be considered with the computation of the change of the wheel loads at the wheels of the motor vehicle 200.

For example, the computation of the change of the wheel loads in the computation module 214 takes place as follows:

$$\begin{aligned}\Delta M_{VL} &= -K_1 \times a_L - K_2 \times a_Q + K_3 \times M_{zu} - K_4 \times \alpha \\ \Delta M_{VR} &= -K_5 \times a_L + K_6 \times a_Q + K_7 \times M_{zu} - K_8 \times \alpha \\ \Delta M_{HL} &= K_9 \times a_L - K_{10} \times a_Q + K_{11} \times M_{zu} + K_{12} \times \alpha \\ \Delta M_{HR} &= K_{13} \times a_L + K_{14} \times a_Q + K_{15} \times M_{zu} + K_{16} \times \alpha\end{aligned}$$

wherein:

$\Delta M_{VL}$  = change of the wheel load at the front left wheel;  
 $\Delta M_{VR}$  = change of the wheel load at the front right wheel;  
 $\Delta M_{HL}$  = change of the wheel load at the rear left wheel;  
 $\Delta M_{HR}$  = change of the wheel load at the rear right wheel;  
 $a_L$  = longitudinal acceleration; and,  
 $a_Q$  = transverse acceleration.

$K_1$  to  $K_{16}$  are constants which are greater than 0. In general,  $K_1 = K_5$  and  $K_9 = K_{13}$ . It can be assumed that  $K_3 = K_7$  and  $K_{11} = K_{15}$  when a more or less uniform additional load is placed in the trunk of the vehicle. Furthermore, because of the configuration of the vehicle, one can assume that a distribution

of the total additional load results approximately in the ratio of 1/4 forward and 3/4 rearward for an additional load in the trunk located at the rear. This means that  $K_3, K_7 = 1/8$  and  $K_{11} = K_{15} = 3/8$ .

5           The quantities  $a_L, a_Q, M$  and  $\alpha$  are supplied to the control system 210 by the corresponding sensors 218, 220, 222 and 224.

          A new damping coefficient  $K_{d2}$  is computed in the computation module 216 for each of the dampers 202 to 208 based on the corresponding change of the wheel load. For example, the new  
10       damping coefficient  $K_{d2}$  is determined for the damper 202 from the damping  $\xi_{1V}$ , the spring stiffness  $K_{sV}$  and the wheel load  $M_{1V}$  from the memory 212 as well as the wheel load change  $\Delta M_{VL}$  which is determined by the computation module 214. The same procedure is followed for all dampers.

15           As an alternative to the embodiment of FIG. 2, the control system 210 can also be coupled to a data bus of the motor vehicle 200. When the vehicle 200 has, for example, a driving dynamic control such as ESP, then at least the values for the longitudinal acceleration  $a_L$  and transverse acceleration  $a_Q$  are  
20       present on the data bus. The control system 210 has access to these values via the data bus in order to compute the wheel load changes  $\Delta M$  in the computation module 214.

          The control system 210 can further include a comparator for comparing the wheel load changes  $\Delta M$  to a threshold value. When  
25       this threshold value is exceeded, the control system 210 switches to an alternate control method such as the ground-hook method in order to improve the adherence between the roadway and tires. The damping coefficients are again pre-given via the computation module 216 when there is a drop below the threshold value.

30           For adjusting the dampers 202 to 208 in correspondence to

the damping coefficient  $Kd2$ , which is computed by the computation module 216, the control system 210 outputs signals  $S_1$ ,  $S_2$ ,  $S_3$ ,  $S_4$  to the dampers 202, 204, 206 and 208. The signals  $S_1$  to  $S_4$  are actuating signals for adjusting the computed damping coefficients individually at the dampers 202 to 208.

It is understood that the foregoing description is that of the preferred embodiments of the invention and that various changes and modifications may be made thereto without departing from the spirit and scope of the invention as defined in the appended claims.

What is claimed is:

1. A method for adjusting a damping coefficient of a spring strut of a vehicle, the method comprising the steps of:  
damping said spring strut with a first damping coefficient for a first wheel load;  
5 detecting a change of said first wheel load;  
determining a second damping coefficient based on said change of said first wheel load so that the damping after said change remains essentially constant.
2. The method of claim 1, comprising the further steps of:  
measuring an acceleration of said vehicle; and,  
determining said change of said wheel load from said acceleration.
3. The method of claim 2, wherein the acceleration measured includes at least one of a longitudinal acceleration and a transverse acceleration.
4. The method of claim 1, wherein said change of said wheel load is detected by also considering an added load.
5. The method of claim 1, wherein a slope inclination angle is considered in the detection of said change of said wheel load.
6. The method of claim 1, wherein the detection of said change of said wheel load takes place by measuring a wheel contact force.

7. The method of claim 6, wherein the measurement of the wheel contact force takes place by measuring an air spring pressure of a damper and an elevation distance between a vehicle axle and the bodywork.

8. The method of claim 1, wherein quantities, which are required for the detection of a change of said wheel load, are made available via a bus system.

9. The method of claim 1, wherein said second damping coefficient is increased relative to said first damping coefficient during an increase of said wheel load essentially proportionally to the root from the increase of said wheel load.

10. The method of claim 1, wherein said second damping coefficient is increased relative to said first damping coefficient during an increase of said wheel load essentially proportionally to said increase of said wheel load.

11. The method of claim 1, wherein said second damping coefficient ( $Kd2$ ) is computed as follows:

$$Kd2 = \xi_1 * 2\sqrt{Ks * (M1 + \Delta M)}$$

wherein:

- 5             $\xi_1$  = damping of the spring strut;  
              $Ks$  = spring stiffness of the spring strut;  
              $M1$  = first wheel load; and,  
              $\Delta M$  = change of the wheel load.

12. The method of claim 1, wherein the control of the damping is carried out separately for each damper of the vehicle.

13. The method of claim 1, comprising the further steps of:  
comparing the change of said wheel load to a threshold  
value; and,  
changing the damping to improve the roadway-tire contact  
5 when said change exceeds said threshold value.
14. The method of claim 13, comprising the further step of  
switching over said method to a ground-hook method when said  
threshold value is exceeded.
15. The method of claim 1, comprising the further step of  
limiting a change of said second damping coefficient relative to  
said first damping coefficient by a maximum value with said  
maximum value being dependent upon a speed of said vehicle.
16. The method of claim 15, comprising the further step of  
increasing said maximum value with increasing speed of said  
vehicle.
17. A digital storage medium comprising program means for  
controlling a damping for a bodywork of a vehicle wherein said  
program means is configured to compute a change of a damping  
coefficient from a change of wheel load so that the damping  
5 remains essentially constant after a change of said wheel load.
18. A control system for controlling a damping for a spring  
strut of a vehicle, the control system comprising:  
means for computing a damping coefficient ( $Kd_2$ ) based on a  
change of a wheel load so that the damping remains essentially

5 unchanged after the change of said wheel load; and,  
means for outputting an actuating quantity for a damper to  
adjust said damping coefficient.

19. The control system of claim 18, wherein said means for  
computing the damping coefficient is configured for access to a  
data bus in order to access data for the computation of the  
damping coefficient.

20. The control system of claim 18, further comprising means for  
measuring an acceleration of said vehicle; and, said means for  
computing said damping coefficient being so configured that a  
change of said wheel load is determined from the acceleration  
5 data.

21. The control system of claim 18, further comprising a  
ground-hook control module and a comparator for comparing the  
change of the wheel load to a threshold value; and, means for  
switching over to said ground-hook control module when said  
5 threshold value is exceeded.

### Abstract of the Disclosure

The invention is directed to a method for controlling damping for a bodywork of a vehicle. The bodywork is dampened with a first damping coefficient for a first wheel load. The  
5 change of the wheel load is detected and a second damping coefficient is determined based on the change of the wheel load so that the damping remains essentially unchanged after the change of the wheel load.

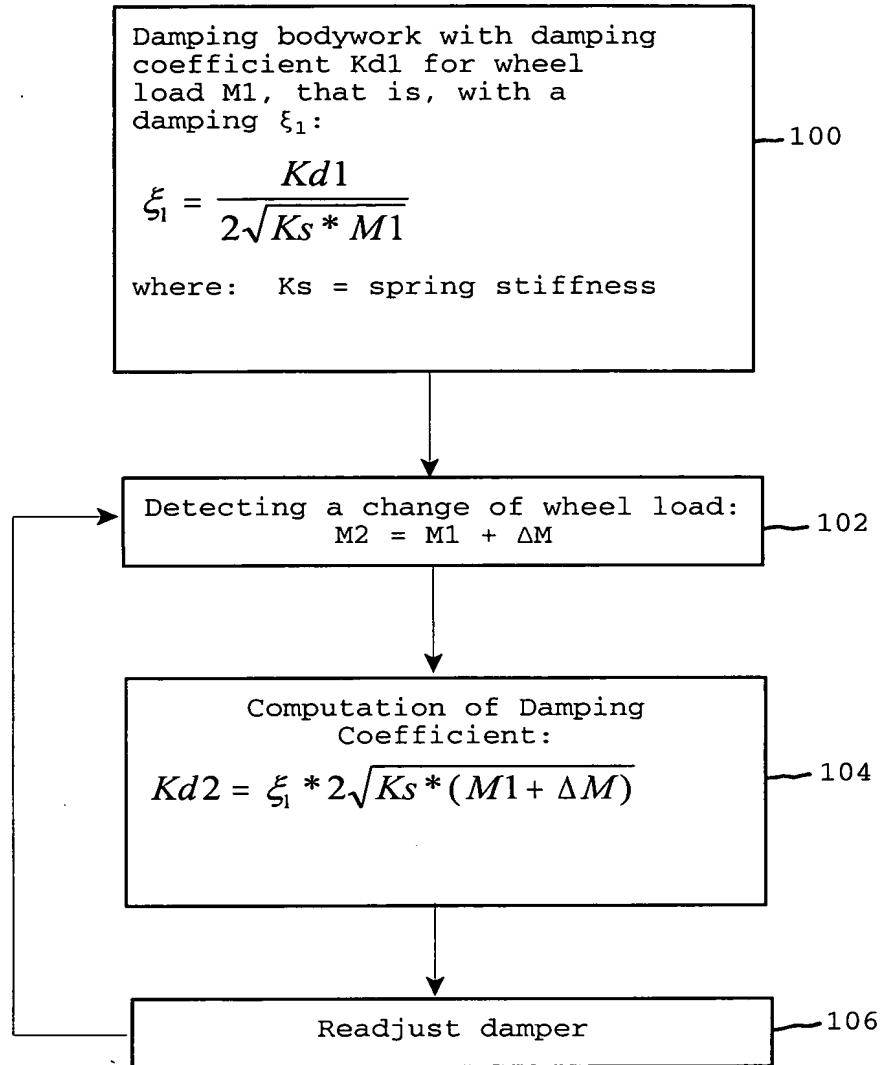


FIG. 1

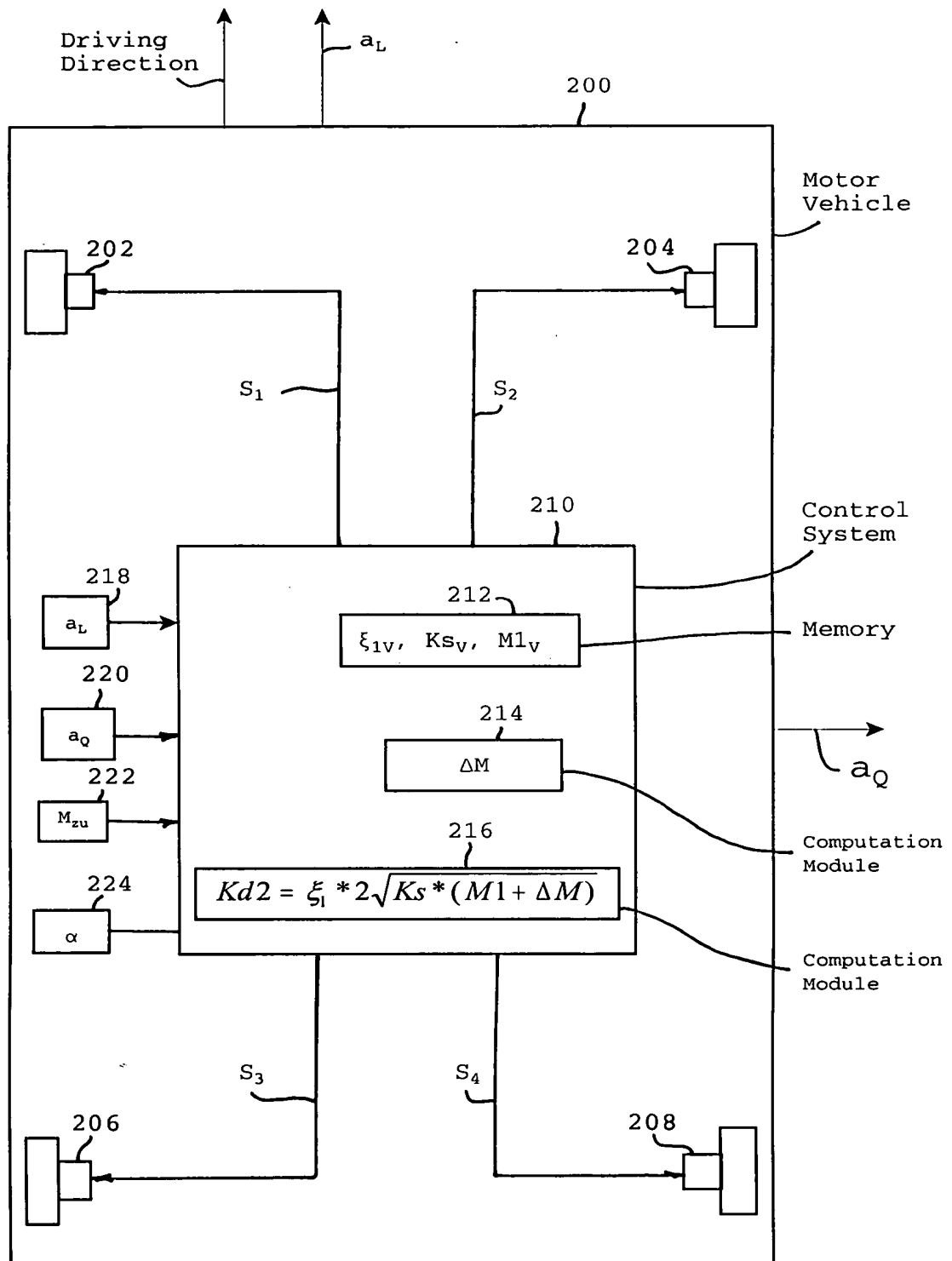


FIG. 2

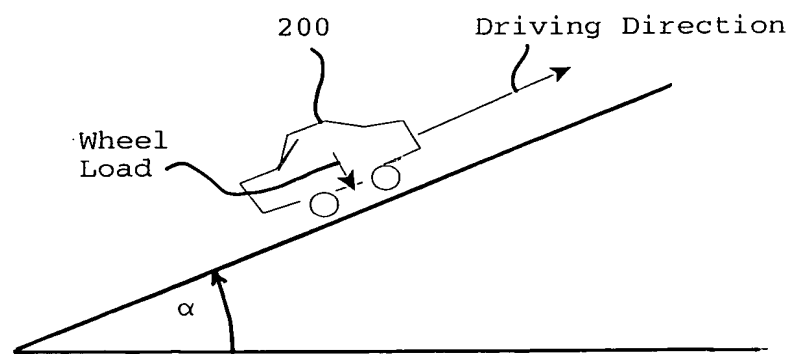


FIG. 3